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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Yellowstone..... NATIONAL PARK

FILE COPY

FILE NO. 143

MONTHLY REPORT

FOR

SEPTEMBER, 1924.

SEPTEMBER, 1924.

October 8, 1924

Dear Sir:

The following is my report on conditions in the Yellowstone National Park and on the operation of the park for the month of September, 1924:

I. GENERAL CONDITIONS

The month of September, 1924, in Yellowstone National Park, as the weather report shows, was unusually cold and stormy and with more precipitation than usual although this is normally the driest month of the year. From the beginning of the month travel fell day by day below the 1923 travel. The decrease in number of visitors, however, was not large but by the end of the month and the close of the season there had been sufficient decrease to considerably reduce the margin of increase over last year's travel that we had been maintaining throughout the season. As a rule, after the trains are taken off on the 19th of the month automobile travel continues quite heavy until well toward the end of the month. However, automobile travel this year fell below that of last year after the close of the regular season and during the last two weeks of September. Due largely to the heavy snowfall that occurred on the 20th automobile travel dropped to a very small number of cars per day. By the end of the month the park was practically devoid of tourists.

As stated in last month's report, we found it necessary, owing to shortage of funds, to begin bringing in our maintenance crews. By the middle of September all maintenance crews were at headquarters and disbanded and all construction crews were likewise withdrawn from service except the crew engaged in automobile camp improvement at the Fishing Bridge and the telephone crews building the new line from Mammoth to Norris and stringing additional wire from Madison Junction to West Yellowstone. A small

crew remained out cleaning the roadsides at a point midway between Mammoth Hot Springs and Norris, this work being done by authority of a wealthy friend of the park who is interested in having the roadsides cleaned up. The work accomplished during the month of September was experimental in character to determine the cost mile by mile of doing this character of work.

During the early part of the month forest fires demanded almost the exclusive attention of the permanent ranger force and many of the temporary rangers. A heavy storm toward the end of the first week of the month, however, stopped the fires and subsequent storms put them out entirely. Much adverse publicity regarding these fires was given out by the Forest Service and had this occurred a month previous our travel doubtless would have suffered considerably but as the season was nearing its close when the unfortunate and misleading information was given out by the Forest Service it had no noticeably detrimental effect on the travel.

We had a number of devoted friends of the park visit us during the month. These included Mr. Edmund Seymour, President of the American Bison Society, who was reported in last month's report as arriving on August 30th. On September 3rd the big buffalo herd was brought down onto the plains of the Lamar and an exhibition, including a stampede, was staged for Mr. Seymour. We were also fortunate in being able to have present at this event Congressman Louis T. McFadden, Chairman of the Finance and Banking Committee of the United States House of Representatives.

Weather

The following records are quoted from the report for September of the Observer in charge of the local United States Weather Bureau at Mammoth Hot Springs, Park Headquarters:

Temperature: Monthly mean, 49.8° , is 3.6° below normal. Moderate temperatures prevailed during the first half of the month, while the latter half was unseasonably cool. Highest was 84° on the 4th; lowest 24° on the 27th.

Precipitation: Total, 1.67 inches, is 0.66 inch above normal. There were ten days with precipitation, mostly rain. September is normally the driest month of the year.

Snowfall: Total, 2.3 inches, is nearly double the normal amount, and all occurred on the 20th and 26th. Unusually heavy

snowfall for the season occurred on the 20th at Lake Yellowstone and in Sylvan Pass, 15 inches being reported from the former and 24 inches from the latter place. However, it soon melted and did not long interfere with travel.

Wind: Average hourly velocity 6.8 miles; normal 7.4. Maximum velocity was 37 miles from the south on the 23rd.

Sunshine: Percentage of possible 63; normal 64. Number of days clear 13, partly cloudy 9, cloudy 8.

Travel

The park season closed on September 20th and the books for the year's travel were closed on September 25th. The total travel for the season was 144,158 persons as compared with 138,352 for the season of 1923. Detailed statements of the season's travel are incorporated in this report and copies of same have been mailed to interested railway officials, particular friends of the park, concessioners of this and other parks and leading newspapers of the country.

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyo.

MEMORANDUM FOR THE PRESS:
Release ON RECEIPT:

Yellowstone Park, Wyoming. October 00:- Again, during the season of 1924, all Yellowstone National Park travel records were broken, according to official statistics compilation of which has just been completed.

The total travel was 144,158 persons compared with 138,352 in the season of 1923. Of the total 7,394 persons arrived prior to the official opening which occurred on June 20th. The increase of 5,806, or nearly 5%, over last season's total travel is regarded by park officials as an excellent showing, taking into consideration the facts that cool weather prevailed in the eastern and middle western states during most of the summer; that in the far western states, exceptionally dry weather conditions detrimentally affected general business and farm conditions; that hoof and mouth disease in California, which state always sends thousands to the Yellowstone each year, retarded travel from this great Pacific Coast section; and finally that European steamship rates were reduced to such a figure as to induce travel to Europe that would ordinarily have come to the national parks including Yellowstone.

It is reasonable to predict that practically all of these travel-discouraging influences will be absent next year, and that Yellowstone National Park travel will exceed 200,000 individuals. Government authorities in charge of the park, the public utilities of the park, the railroads reaching its various entrances, and gateway cities and towns are preparing already for travel such as the Yellowstone region has never before experienced.

Of the total travel this year 41,054 persons came by rail, 100,186 by automobile, 225 by motorcycle, and 1,569 on horseback and on foot, and pre-season unclassified 1124.

The rail travel of 41,054 persons compared with last year's figure of 44,806. The 100,186 automobile visitors came in 30,689 cars. Last year there were 91,224 automobile visitors in 27,359 cars.

The Cody Gateway, or eastern entrance, proved the most popular for automobile tourists. 9,930 cars, carrying 32,285 persons arrived there during the season, compared with 9,353 cars with 31,580 persons at the West Yellowstone Gateway, or western entrance; 8,199 cars with 26,553 persons at the northern entrance, holder of this record last year, and 2,871 cars with 9,768 persons at the southern entrance.

The western was the most patronized rail entrance. Twenty thousand four hundred and nine visitors arrived there by rail; compared with 13,439 at the Gardiner Gateway, 6,999 at the eastern entrance, and 207 at the southern.

The automobile travel totals include 1,173 cars and 2,317 visitors who entered the park more than once during the season.

Visitors to the park came from every state in the Union, from Alaska, the Philippines, Hawaii and the Canal Zone, and from twenty three foreign countries, including England and seven other countries of the British Empire.

Illinois again leads the list of rail visitors, 5,892 residents of this state having been classified; New York is second with 3,783 visitors coming by rail, Ohio third with 3,115, and Pennsylvania fourth with 2,908. One-fourth of all of the visitors coming to the park by train came from Iowa, Illinois, Indiana and Ohio.

Montana leads the list of states sending travelers to the park ⁱⁿ their own cars, having 12,868 of her citizens registering at the gates during the summer. The second largest number of motorists, 8,787, came from California. In rail visitors California ranks sixth, as it did last year.

There were 123 makes of cars in the park and five makes of motorcycles.

The largest number of visitors entering the park in a single day in Yellowstone history was on August 7, 1923, when 2,859 visitors entered the various gateways. This record was not ^{broken} ~~broken~~ in 1924. The largest number of visitors entering in a single day this year was 2,660 on July 22nd. On each of 17 days, over 2,000 people entered the park, and at the height of the season each day from 8,000 to 12,000 were enjoying the park, using hotel or permanent camp service, or camping out in the big public camping grounds and using their own equipment and supplies. It is estimated that 85,000 motorists camped out in the public camping grounds.

Fishing was excellent all season and over 750,000 trout were caught. Nearly all park visitors were fortunate in seeing big game animals in their native haunts. Bears were particularly numerous in all sections of the park and gave boundless pleasure to travelers along the roads.

HORACE M. ALBRIGHT
Superintendent

Following are tables giving a detailed analysis of 1924 travel to the park by rail and motor and via the several entrances.

Total Season Travel By Entrance - 1924 and 1923
Bowstone National Park

ENTRANCE	1 9 2 4							TOTAL VISITORS
	RAIL Visitors	*BY AUTOMOBILE Cars	BY MOTORCYCLE Visitors	BY MOTORCYCLE Cars	Walking etc.	Horseback Visitors	Pre-Season Visitors	
North	13,439#	8199	26,553	48	68	475		40,535
West	20,409	9353	34,580	38	42	95		52,127
East	6,999	9930	32,285	59	90	313		39,687
South	207	2871	9,768	20	25	685		10,685
Pre-Season								
North & West		336					1124	1,124
Totals	41,054	30689	100,186	165	225	1569	1124	144,158

ENTRANCE	1 9 2 3							TOTAL VISITORS
	RAIL Visitors	*BY AUTOMOBILE Cars	BY MOTORCYCLE Visitors	BY MOTORCYCLE Cars	Walking etc.	Horseback Visitors	Pre-Season Visitors	
North	14,117	8691	28,690	45	71	542		43,420
West	23,115	6349	22,531	33	44	177		45,867
East	7,407	7665	25,496	32	48	365		33,316
South	167	4331	14,507	31	44	56		14,774
Pre-Season								
North & West		323					975	
Totals	44,806	27359	91,224	141	207	1140	975	138,352

*Includes 1173 cars and 2317 visitors entering more than once during season of 1924, and 1005 cars and 3443 visitors entering more than once in 1923.
 #Includes 356 people who came to park to attend opening ceremonies at Gardiner on June 20th.

Automobiles by Entrance and Exit Gateways

ENTRANCE GATEWAY	Exit Gateway				Total Cars Entering Park
	North	West	East	South	
North	2736	2200	2827	436	8199
West	2236	3166	2860	1091	9353
East	3293	3449	2320	868	9930
South	406	1171	956	338	2871
Total Exit Cars:	8671	9986	8963	2733	30353
Pre-season cars unclassified					336
Motorcycles unclassified					165
Grand Total all cars and motorcycles					30854

Note: Passengers are not counted as cars are checked out, but the approximate number of people using these cars can be obtained by multiplying number of cars by 3.334, given as the average number of people entering the park in each car.

Rail Travel by Entrance and Exit Gateways

ENTRANCE GATEWAY	Exit Gateway				Unclass- ified	Total Rail Tourists Entering Park
	North	West	East	South		
North	3997	1527	5465	17	2433	13439
West	1418	13961	3960	3	1067	20409
East	1822	2668	2286	67	156	6999
South	12	81	84	16	14	207
Total Exit Visitors	7249	18237	11795	103	3670	41054

Note: The unclassified column is accounted for as follows:

Miscellaneous and Deadhead columns of the Y.P. Transportation Co. report ..	1097
W.O.W. Pre-season convention at Mammoth	300
Special Train to Park Opening Ceremonies at Gardiner	356
Employees entering via Gardiner	1445
Employees entering via West Yellowstone	435
Employees entering via Cody	37
Total unclassified	3670

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS

Classified by States

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE		ENTRANCE		ENTRANCE		ENTRANCE		TOTAL		TOTAL
	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	
Alabama	17	13	113	55	10	10	0	0	140	78	218
Alaska	0	0	0	0	0	0	0	0	0	0	0
Arizona	2	0	5	1	3	0	0	0	10	1	11
Arkansas	18	6	44	30	14	20	0	0	76	56	132
California	275	221	715	635	92	49	1	0	1083	905	1988
Colorado	44	71	83	109	110	86	2	1	239	267	506
Connecticut	78	16	98	33	25	7	0	0	201	56	257
Delaware	11	3	27	7	3	3	0	0	41	13	54
Dist. of Col.	86	35	145	79	38	32	0	1	269	147	416
Florida	36	17	133	79	16	15	0	0	185	111	296
Georgia	30	4	147	78	17	18	0	0	194	100	294
Hawaii	0	3	4	3	1	2	0	0	5	8	13
Idaho	7	15	33	61	4	0	0	0	44	76	120
Illinois	744	733	1766	1207	631	748	46	17	3187	2705	5892
Indiana	159	248	242	240	105	138	7	1	513	627	1140
Iowa	112	188	140	280	122	219	1	3	375	690	1065
Kansas	31	42	81	130	43	105	0	0	155	277	432
Kentucky	50	99	159	157	60	39	0	0	269	295	564
Louisiana	20	15	140	62	50	28	0	0	210	106	316
Maine	13	9	5	3	4	2	0	0	22	14	36
Maryland	40	35	136	57	23	17	0	1	199	110	309
Massachusetts	142	127	251	85	70	23	1	0	464	235	699
Michigan	198	197	321	224	120	138	8	2	647	561	1208
Minnesota	394	431	35	51	51	90	0	0	480	572	1052
Mississippi	17	2	65	27	7	15	0	0	89	44	133
Missouri	267	271	389	378	355	357	6	0	1017	1006	2023
Montana	73	142	1	5	13	23	0	1	87	171	258
Nebraska	22	50	119	157	94	222	0	0	235	429	664
Nevada	1	3	14	9	1	0	0	0	16	12	28
New Hampshire	9	5	10	8	0	0	2	0	21	13	34
New Jersey	214	96	479	180	85	39	8	0	786	315	1101
New Mexico	0	5	1	3	3	3	0	0	4	11	15
New York	722	418	1501	599	359	148	26	10	2608	1175	3783
North Carolina	7	7	81	81	0	3	0	0	88	91	179
North Dakota	54	91	1	0	9	8	0	0	64	99	163
Ohio	571	416	756	849	290	223	10	0	1627	1488	3115
Oklahoma	14	22	44	44	56	38	0	3	114	107	221
Oregon	132	69	60	41	2	8	0	0	194	118	312
Panama C.Z.	0	1	0	0	0	0	0	0	0	1	1
Pennsylvania	559	410	883	498	338	206	13	1	1793	1115	2908
Philippine Is.	1	0	3	0	1	0	0	0	5	0	5
Rhode Island	25	10	16	11	11	6	0	0	82	27	109
South Carolina	4	4	26	32	0	5	0	0	30	41	71

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS : (Continued)

STATE	NORTH		WEST		EAST		SOUTH		TOTAL		GRAND
	ENTRANCE		ENTRANCE		ENTRANCE		ENTRANCE		ENTRANCE		TOTAL
	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	Htls.-Camps	
South Dakota	8	20	7	12	6	16	0	0	21	48	69
Tennessee	54	35	92	63	30	28	0	0	176	126	302
Texas	36	48	235	313	102	121	0	1	373	483	856
Utah	1	2	116	151	4	2	0	0	121	155	276
Vermont	5	6	4	6	2	2	0	0	11	14	25
Virginia	14	30	83	42	19	20	0	0	116	92	208
Washington	186	212	28	31	25	10	0	0	239	253	492
West Virginia	54	23	63	29	4	9	0	0	121	61	182
Wisconsin	257	306	329	156	51	48	4	0	641	510	1151
Wyoming	3	9	6	15	52	65	7	6	68	95	163
TOTAL	5817	5242	10265	7406	3531	3414	142	48	19755	16110	35865

By Foreign Countries

Australia	3	6	7	9	0	1	0	0	10	16	26
Austria	0	0	2	0	0	0	0	0	2	0	2
Belgium	0	0	2	0	0	0	0	0	2	0	2
Canada	37	32	21	29	7	2	0	0	65	63	128
China	6	7	3	1	8	4	0	0	17	12	29
Cuba	5	2	9	0	6	1	0	0	20	3	23
Denmark	0	2	0	0	0	0	0	0	0	2	2
England	23	12	17	13	4	4	0	0	44	29	73
France	1	0	3	2	3	0	0	0	7	2	9
Germany	8	1	5	3	0	0	0	0	13	4	17
Holland	5	0	8	0	0	0	0	0	13	0	13
India	0	0	1	0	0	0	0	0	1	0	1
Japan	7	2	6	5	0	0	0	0	13	7	20
Mexico	1	0	0	1	0	1	0	0	1	2	3
New Brunswick	1	0	0	0	0	0	0	0	1	0	1
New Zealand	3	0	0	0	0	0	0	0	3	0	3
Russia	0	0	1	0	0	0	0	0	1	0	1
Scotland	0	0	3	3	0	0	0	0	6	0	6
South America	1	0	5	0	0	0	0	0	2	0	2
Spain	0	0	2	0	0	0	0	0	3	4	7
Sweden	1	1	2	3	0	0	0	0	1	0	1
Switzerland	0	0	1	0	0	0	0	0	3	0	3
West Indies	3	0	0	0	0	0	0	0	3	0	3
TOTAL	5922	5307	10363	7475	3559	3427	142	48	19986	16257	36243
Unclassified											4811

GRAND TOTAL

41054

Statement Showing Automobile Travel By States

Season of 1924

STATE	North		West		East		South		TOTAL	
	Pass-		Pass-		Pass-		Pass-		Pass-	
	Cars	engers	Cars	engers	Cars	engers	Cars	engers	Cars	engers
Alabama	3	9	5	18	4	9	3	13	15	49
Arizona	16	49	30	85	36	105	11	31	93	270
Arkansas	12	43	28	97	45	154	14	47	99	341
California	951	2853	1346	4183	334	1174	145	577	2776	8787
Colorado	76	211	159	477	640	1997	258	752	1133	3437
Connecticut	18	63	12	41	27	80	6	18	63	202
Delaware	4	11	2	8	3	6			9	25
Dist. of Col.	9	27	10	33	13	40			32	100
Florida	17	44	15	34	41	119	11	39	84	236
Georgia	4	9	7	22	2	4			13	35
Idaho	110	369	1702	6474	51	168	219	873	2082	7884
Illinois	428	1459	190	578	681	2197	103	301	1402	4535
Indiana	144	465	84	273	213	657	21	64	462	1459
Iowa	240	758	118	385	521	1718	62	208	941	3069
Kansas	63	212	135	429	417	1457	136	407	751	2505
Kentucky	14	62	18	61	24	84	2	5	58	212
Louisiana	10	29	8	26	28	81	17	44	63	180
Maine	5	20	7	20	5	11			17	51
Maryland	3	6	5	12	20	56	3	13	31	87
Massachusetts	43	129	30	88	85	274	18	47	176	538
Michigan	241	723	113	350	297	954	43	124	694	2351
Minnesota	448	1476	106	349	367	1284	18	76	939	3185
Mississippi	6	18	8	27	21	76	8	27	43	148
Missouri	93	305	145	491	383	1364	93	265	714	2425
Montana	2143	7364	900	3186	642	2229	26	89	3711	12868
Nebraska	123	389	108	335	595	2121	111	365	937	3210
Nevada	11	30	73	228	5	18	13	43	102	319
New Hampshire	5	12	3	8	9	30	1	2	18	52
New Jersey	48	132	49	141	64	199	15	42	176	514
New Mexico	7	19	16	51	15	43	13	50	51	163
New York	150	547	92	325	235	905	40	142	517	1919
North Carolina	4	10	4	10	7	25	2	9	17	54
North Dakota	214	715	67	214	188	634	7	20	476	1583
Ohio	173	534	166	514	450	1395	89	281	873	2724
Oklahoma	40	146	120	422	316	1064	145	473	621	2105
Oregon	205	685	497	1666	65	234	29	77	796	2662
Pennsylvania	128	376	86	270	223	746	42	125	479	1517
Rhode Island	4	11	1	2	7	20			12	33
South Carolina	4	12	3	10	6	19			13	41
South Dakota	154	518	48	138	195	626	11	38	408	1320
Tennessee	7	18	21	64	21	71	9	39	58	192

Statement Showing Automobile Travel by States

Season of 1924
(Continued)

STATE	NORTH		WEST		EAST		SOUTH		TOTAL	
	Pass-		Pass-		Pass-		Pass-		Pass-	
	Cars	engers	Cars	engers	Cars	engers	Cars	engers	Cars	engers
Texas	39	124	127	410	347	1152	109	370	622	2056
Utah	46	153	1624	6039	50	165	326	1233	2046	7590
Vermont	3	10	6	17	5	14			14	41
Virginia	9	31	8	27	15	41	4	9	36	108
Washington	812	2346	454	1458	149	493	3	7	1418	4504
West Virginia	10	31	10	34	39	154	9	30	68	249
Wisconsin	292	977	92	299	255	892	25	84	664	2252
Wyoming	130	408	105	331	1300	4348	541	1810	2076	6897
Alaska	3	10	1	4	1	4			5	18
U. S. Govt.			5	20	2	7	1	3	8	30
Canada	176	624	39	133	26	98	4	18	245	873
Hawaii	6	20	51	18	2	7	1	3	14	48
Mexico							1	5	1	5
Panama	1	5	1	2					2	7
New Zealand			1	4					1	4
T o t a l	7905	25807	9015	30941	9492	31823	2768	9298	29180	97869
Cars and passengers entering second trip unclassified									1173	2317
Motorcycles and passengers unclassified									165	225
Pre-Season visitors and cars unclassified									336	1124

GRAND TOTAL - All cars and passengers classified & unclassified 30854 101535

Motorcycles Touring Park

Make of Machine	1922	1923	1924
Ace	4	1	3
Excelsior	10	4	4
Harley-Davidson	86	101	131
Indian	18	32	22
Henderson	6	3	5
Pope	2	0	0
T o t a l	126	141	165

Standard Make Automobiles Driven Through
The Yellowstone National Park

Make	1922	1923	1924	Make	1922	1923	1924
Alco	0	0	1	Gray	0	7	12
Allen	13	10	3	H. A. L.	3	2	3
American	1	0	2	Haynes	82	92	67
Anderson	4	7	0	H. C. S.	1	3	1
Apperson	30	19	12	Holmes	8	4	1
Auburn	43	28	38	Home Made	0	0	2
Bell	0	0	1	Hudson	301	593	695
Briscoe	12	9	13	Hupmobile	334	512	574
Buick	2054	2957	3223	International	7	9	9
Cadillac	431	619	578	Jackson	2	8	0
Case	33	29	23	Jeffery	13	9	6
Chalmers	132	194	123	Jewett	13	211	283
Chandler	250	250	256	Jordan	39	72	67
Chevrolet	678	1681	2336	King	12	13	5
Chrysler	0	0	38	Kissel	27	33	30
Cleveland	56	62	79	Lafayette	9	9	11
Cole	60	66	63	Lexington	67	56	43
Columbia	23	26	28	Liberty	28	30	23
Commercial	2	0	0	Lincoln	48	95	143
Commonwealth	0	1	1	Locomobile	20	11	9
Crow-Elkhart	5	8	2	Lozier	1	0	0
Daniels	2	0	2	Mack	0	1	0
Davis	8	7	9	Marmon	106	133	119
Day-Elder	1	0	0	Maxwell	216	361	364
Dixie	1	1	4	McFarland	2	0	1
Dodge	1861	2490	2984	McLaughlin	19	28	9
Dort	43	110	67	Mercer	17	13	10
Dusenbergl	0	0	2	Metz	1	0	0
Durant	27	145	188	Mitchell	43	41	39
Earl	0	0	3	Moline-Knight	1	4	0
Elcar	19	6	12	Monitor	1	2	0
Elgin	19	26	12	Moon	8	29	35
Empire	3	0	0	Monroe	0	0	1
Essex	258	399	508	Miscellaneous	32	74	46
Flint	0	0	13	Nash	386	702	796
Ford	5529	8218	8931	National	25	24	11
Franmlin	226	307	369	Oakland	232	282	368
Gardner	39	63	112	Oldsmobile	353	535	693
G. M. C.	1	2	2	Overland	473	702	825
Grant	18	20	12	Packard	173	371	315

Standard Make Automobiles Driven Through
The Yellowstone National Park
C O N T I N U E D

Make	1922	1923	1924	Make	1922	1923	1924
Paige	155	142	187	Saxon	22	16	12
Pan-American	3	2	2	Scripps-Booth	39	32	21
Pathfinder	4	2	1	Sheridan	3	4	3
Patterson	12	9	4	Standard	3	2	3
Peerless	37	49	49	Stanley-Steamer	4	7	1
Pierce-Arrow	49	73	63	Stearns-Knight	27	32	24
Pilot	4	2	3	Stewart	2	0	1
Pope-Hartford	1	0	0	Stevens	67	61	47
Premier	18	24	10	Stevens-Duryea	4	0	0
Fullman	2	0	0	Studebaker	906	1604	1685
Regal	3	0	0	Stutz	20	44	19
Reo	253	302	312	Templar	7	9	6
Republic	2	5	1	Thomas	2	0	0
Revere	1	1	1	Tulsa	0	3	1
Rickenbacker	2	17	53	Vellie	74	104	80
Roamer	0	2	4	Winton	22	41	15
Rolls-Royce	1	0	1	Willys-Knight	169	377	439
Rollin	0	0	8	Willys-Six	4	6	11
R. V. Knight	2	3	2	Willys-St. Claire	4	19	31
Roan	0	2	0	Wescott	8	11	15
Star	0	163	329	White	25	30	10
Samson	5	0	0				
Total Classified.....					16961	26031	29180
Second Trip Unclassified.....					934	1005	1173
Pre-season Cars.....					358	323	336
GRAND TOTAL ALL CARS.....					18253	27359	30689

II. PERSONNEL

On September 1st there were 106 appointed employees on the payrolls and on September 30th there were 68. The following list shows the number of appointees of various classes serving during the month, with a general statement of the kind of work in which they were engaged:

<u>No.</u>	<u>Class</u>	<u>Kind of Work Performed</u>
1	Superintendent	General administration and supervision of all activities in the park.
2	Asst. Superintendents	1 in charge of administration, purchasing, disbursing; 1 in charge of property, equipment, transportation, cost accounts, inventories, etc., also acting as assistant to Superintendent in capacity as Field Assistant to the Director.
2	Asst. Engineers	1 in charge of engineering work; 1 assisting.
8	Clerks	1 Cost Accounting Clerk; 1 Personnel and File Clerk; 1 Clerk on orders, proposals and vouchers; 1 clerk on timekeeping and payroll work; 1 Clerk assisting Cost Accounting Clerk and helping on proposals and vouchers; 1 Clerk (WAE) intermittent service, assisting with checking auto revenues; 2 stenographer typists on stenographic work for Superintendent.
3	Electricians	Operated power plant regular shift, including Sundays, read meters, did necessary line work.
3	Foremen	1 in charge of headquarters corral and freighting work about headquarters; 2 on road work.
1	Telegrapher	Sent and received all Government Western Union messages, operated

<u>No.</u>	<u>Class</u>	<u>Kind of Work Performed</u>
		one shift on telephone switchboard. (Resigned Sept. 30th)
2	Telephone and Switchboard Operators	One operated telephone switchboard daily shift, including Sunday; one WAB operator (Resigned Sept. 25th).
1	Master Mechanic	In charge of shops and of repair to heavy road machinery.
2	Blacksmiths	General blacksmith work, including shoeing of horses in shop, repairing tools and equipment.
1	<i>Mstr. Painter</i>	
1	Master Plumber	In charge of general plumbing and water and sewer systems.
2	Auto Mechanics	1 on duty in power plant; 1 on repair work.
1	Carpenter	Repairing buildings at headquarters.
3	Laborers	Teaming, freighting, assisting mechanics and miscellaneous work at headquarters (one resigned Sept. 26th)
1	Steward & Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of tame buffalo herd.
1	Asst. Buffalo Keeper	One in charge of hay ranch operations at Slough Creek.
1	Buffalo Herder	Assisting buffalo keeper.
1	Park Naturalist	Scientific research work and developing museum.
1	Chief Park Ranger	In charge of ranger force.
1	First Asst. Chief Ranger	In charge of Northern District
2	Assts. Chief Park Rangers	1 on duty at Lake District; 1 in charge of Western Supervisory

<u>No.</u>	<u>Class</u>	<u>Kind of Work Performed</u>
		Territory.
23	Park Rangers (16 WAE)	Patrolling, protecting game, fire lookout and miscellaneous duties. (2 resigned in September, 1 furloughed, 1 dropped).
37	Park Rangers (Temporary) -WAE	Patrolling, handling tourist traffic, building trails, fire lookout, lecture, guide, information, duty in Chief Ranger's office, miscellaneous duties under direction of station chiefs; and motorcycle patrol. (3 resigned, 29 furloughed, 1 dropped).

Leaves of Absence

W. L. Bicket, Carpenter, September 22 (noon)-27, 5½ days.
 Nathan Sandel, Telegraph Operator, Sept. 24-30, 6 days.
 John Delmar, Park Ranger, Sept. 20-26, 6 days.
 Anna E. Madsen, Clerk, Sept. 13, 1 day.
 Edmund J. Sawyer, Park Naturalist, Sept. 15, 1 day.
 Joseph Cummings, Laborer, Sept. 22-26, 5 days.
 Julia S. Stockett, Clerk, Sept. 19, 1 day.
 Anna E. Madsen, Clerk, Sept. 19, 1 day.
 Burton C. Lacombe, Chief Buffalo Keeper, Sept. 8 (noon)-10, 2½ days.
 W. H. Riley, Auto Mechanic, Sept. 9, 1 day.
 Eri A. Allan, Electrician, Sept. 11 (noon)-12-(noon), 1 day.
 Edward E. Ogston, Park Ranger, Sept. 23-24, 2 days.
 Burton C. Lacombe, Chief Buffalo Keeper, Sept. 27 (noon)-29 (noon), 1 da.
 Herbert G. Chappalear, Clerk, Sept. 29-30, 2 days.
 Deate T. White, Foreman, Sept. 24-30, 6 days.

Leave Without Pay

Daniel W. Tripp, Laborer, from Sept. 1-30th.
 Miss Nellie Roach, Telephone Operator, from Sept. 1-11, inclusive.

Resignations

George T. Ross, Permanent Park Ranger, \$1500 per annum and quarters, effective Sept. 5, 1924. (WAE)

<u>Rangers</u>	<u>Per Annum (and quarters)</u>	<u>Effective</u>
Fred C. Finch, Permanent	1500	Sept. 19th
Edward D. Sledge, Temporary	1440 WAE	" 14th
Theodore P. Chittenden, Temporary	1440 WAE	" 20th
Hollis Matthew, Permanent	1500 WAE	" 15th
Joseph Cummings, Laborer	1440	" 26th
Wm. L. Bicket, Carpenter	1560	" 27th
Nathan E. Sandel, Teleg. Operator	1440	" 30th

Services Terminated

Mrs. Jessie L. Cummings, Telephone Operator, temporary, at 40¢ per hour, WAE, effective close of September 25, 1924.

Leslie E. Nelson, Clerk, temporary, at \$1440 per annum and quarters, effective September 30, 1924.

Wendel S. Keate, Park Ranger, temporary, at \$1440 per annum and quarters, effective September 19, 1924.

Furloughed

<u>WAE Temporary Park Rangers</u>	<u>Per Annum (and quarters)</u>	<u>Effective</u>
Jake S. Alexander	1200	Sept. 11th
Nathan Bartlett	1440	" 2nd
Joseph Byrns	1440	" 15th
Edward B. Cogswell	1440	" 11th
Henry S. Conard	1440	" 19th
Carroll P. Donohoe	1440	" 9th
William Ennis	1200	" 18th
Leland Glasgow	1200	" 15th
Carl C. Hardy	1200	" 19th
Elmer E. Kingery	1200	" 5th
Fred F. Kislingsbury	1200	" 15th
William M. Kocher	1440	" 5th
Kenneth Maxwell	1200	" 14th
Douglas McMurray	1440	" 11th
Frank W. Mondell	1440	" 11th
Ralph W. Pierson	1200	" 19th
Tom A. Renick	1200	" 19th
Eugene V. Robertson	1440	" 15th
Elwood Schneider	1200	" 8th
Burleigh D. Shelton	1440	" 16th
Elmer E. Silburn	1440	" 19th
Russell Sprinkel	1440	" 10th

<u>WAE</u> <u>Temporary Park Rangers</u>	<u>Per Annum</u> <u>(and quarters)</u>	<u>Effective</u>
Walton B. Tanner	1200	Sept. 19th
Quentin D. Wert	1200	" 14th
Robert L. Wilson	1200	" 5th
Irene M. Wisdom	1200	" 20th
Austin B. Wood	1200	" 17th
Gordon C. Young	1440	" 19th
John Delmar, Permanent	1550 WAE, furloughed	Sept. 26th

Returned from Leave Without Pay

Miss Nellie Roach, Telephone Operator, \$1140 p.a. and quarters, returned to duty Sept. 12, 1924.

In addition to the regular employees listed above under appointment the following were employed temporarily by the day:

	<u>Sept. 1st</u>	<u>Sept. 30th</u>
Laborers	40	5
Skilled Laborers	31	13
Special Laborers	17	5
4-horse Teamsters	19	2
2-horse teamsters	45	4
Truck drivers	13	4
Plumbers	5	4
Carpenters	6	1
Cooks	22	5
Foremen	21	4
Gradersmen	8	1
Axemen	4	2
Linemen	16	9
Steam Shovel Firemen	1	0
Cat. Operators	1	0
Painters	1	0
Blacksmiths	1	0
Irrigators	5	0
Steam Shovel Operators	1	0
Total	257	59

The Power Plant was operated in the usual manner. It was run constantly with the results shown in comparison for September, 1923, as follows:

	<u>1923</u>	<u>1924</u>
Total current generated in KW hours	24,760	52,820
Of this, sold to public utilities		
at 5¢ per KWH	12,056	13,438.41
Street lighting		1,223.
Balance, consumed in Government buildings, for power and lighting, and lost on lines in transit	21,253	38,158.59
Peak load during month in KWH	120	140
(Occurred on Sept. 1 and 13, 1924, at 8:00 p.m.; Sept. 16, at 8:00 p.m. 1923.)		

The Telephone and Switchboard Office was open daily from 6:30 A.M. to 12:00 midnight until Sept. 26, 1924, when the hours were changed to 7:30 A.M. to 8:30 p.m. The total business handled was as follows:

Switchboard Calls

	<u>1923</u>	<u>1924</u>
On Government local lines	9,210	12,940
On Hotel Company lines	880	1,436
On Long Distance Connections	304	325
Total	<u>10,394</u>	<u>14,701</u>

Telegrams

(1924 figures cover period September 1-20th, inclusive.)

	<u>1923</u>	<u>1924</u>
Government sent.....	96	55
Commercial sent.....	180	52
Total.....	<u>276</u>	<u>107</u>

Government received	72	39
Commercial received	<u>167</u>	<u>40</u>
Total	239	79

Office Force

The office force was busy with usual routine work which includes orders, payment of vouchers, preparation of accounts, reports, general correspondence, etc. 1421 pieces of official mail were received and 2408 were sent out during the month.

III. WORK COMPLETED

(a) Construction of Physical Improvements

Improvements to Tower Falls Ranger Station: The old Tower Falls Ranger Station was rebuilt to make it conform in appearance to the other buildings in that section. A porch was built across the front, a false stone foundation laid around the buildings, the roof was extended 18 inches at the ends, and log rafters placed and the old shingles replaced with 24 inch shakes. The outside doors were replaced with new ones made of 2 inch plank with heavy iron hinges and latches. A false log frame was placed around the building to give it a paneled appearance. New fir flooring was laid in the three main rooms.

The job was finished on the last day of the month and the three men who did the work were laid off for the season.

Canyon Sewer Tank and Sludge Bed: This job was completed on September 23rd and the crew transferred to other work. During the month the reinforced concrete sedimentation tank was finished, a concrete building 4 feet square to house the chlorine apparatus

was built, four concrete valve chambers and one man-hole was constructed. The sludge bed was filled with gravel, which required 60 loads. The last three days were devoted to a general cleaning up around the tank and sludge bed.

This sewer system is now completed and ready for operating in the spring. The crew was taken off this work four days for forest fire duty.

(b) Maintenance and Repair of Physical Improvements

Gravel Surfacing: The gravel surfacing project between Firehole Cascades and Old Faithful was completed September 12th. Eight days out of the twelve were not charged to this job as most of the crew was on forest fire duty. The main road was surfaced to the Firehole River bridge one-half mile east of Old Faithful. The road through the Old Faithful public auto camp was graveled, also sections of the roads through Biscuit Basin and Black Sand Basin. The road around Morning Glory was widened and surfaced and three G.I. culverts placed.

The steam shovel and other equipment was moved into headquarters at Mammoth.

Sprinkling Operations: All sprinklers were taken off before the first of September except the ones at Mammoth, Old Faithful, Lake and Canyon. Those at Lake and Canyon were ordered off on the 5th and the ones at Mammoth and Old Faithful on the 10th. The water was shut off from the supply tanks and all pipes and rams drained to prevent freezing.

Ditching Lake-Canyon Road: The two small crews working on side ditches on the Lake-Canyon road continued on that job until the 15th of the month, when they were laid off for the season. Altogether about five miles of this road has been ditched on both sides. This improvement is expected to prevent a recurrence of the difficulty had last spring with soft, spongy places in the roadway.

Loop Road: As most of the maintenance crews were called in before the first of the month there was very little work done on the loop road in September. The few small crews that remained for a while, one at Mammoth, one at Norris, another at Madison Junction and others at the Lake and Canyon, gave most of their time to grader work, cleaning out ditches and smoothing off the road surface.

Unfortunately, a general snow storm occurred after the crews had left their sections. The snow water and travel together caused

some of the roads to become badly pot-holed so at present they are in worse condition than at any other time this season.

Shoshone Forest Road: The Goff Creek crew on this section continued general maintenance work until September 8th when it was laid off.

East Entrance Road: One small grader crew was retained on the Cub Creek section until September 15th.

Teton Forest Road: A new rockfilled log wing-wall was built on the south abutment of the Pilgrim Creek bridge to replace one washed out two years ago. When this was finished the crew was ordered in to headquarters and disbanded.

(c) Miscellaneous Improvement Work

The Master Painter did miscellaneous work about the buildings at Mammoth; painted ranger stations, including roofs and checking station, at Sylvan Pass; made and painted 46 signs; took down and brought in all large junction and ranger station signs; scraped and red leaded abutments of Riverside bridge; and creosoted sides of mess house at Upper Basin.

The Master Mechanic and his assistants repaired trucks and cars as needed and overhauled one truck. The blacksmith overhauled one grader, shod horses and did general repair work.

The Steward and Master of Transportation supervised the freighting from Gardiner and points in the park, which consisted of hauling coal from Gardiner to Mammoth, forage from Mammoth to all ranger stations, wood to headquarters and Mammoth automobile camp from 8 mile post on the Mammoth-Norris road, and cleaning the roadside and moving all equipment from road camps to storehouse. Work in the storehouse has consisted of checking in road camps and issuing winter supplies to ranger stations and snowshoe cabins.

The Master Plumber and his helpers installed 4000 feet of 4" galvanized wrought iron water pipe for water supply to Fishing Bridge auto camps; installed 16 toilets and 4 wash basins for Fishing Bridge auto camp; maintained water and sewer system at Mammoth, and installed two 5 KW tank heaters for heating water for domestic purposes in Bachelor and Hospital Buildings.

The Foreman of Stables and Grounds had 5 men during the month performing the usual duties of freighting about headquarters, hauling wood, caring for lawns, miscellaneous clean-up work, etc. The force

was materially cut during the month.

Roadside Clean-up

Under instructions from a wealthy friend of Yellowstone National Park on September 13th, with a crew of 7 men, a truck and two teams, work was begun on cleaning up the roadsides of two half mile sections about midway between Mammoth Hot Springs and Norris Heyser Basin. One-half mile involved extremely heavy clean up work, the road being littered with dead and down timber, stumps, brush, etc. The cost of cleaning this half mile will amount to about \$880.00. The other section, one-half mile in length, involved a light clean-up, there being some dead and down timber, a few stumps and only a little brush. This half mile will cost about \$240.00. The work is not quite completed but we believe that the total cost will be about \$1120. We are in hopes that these costs will be such as to impress the friend of the park with the practicability of proceeding with the clean up of all roadsides throughout the park under a project that will take about four years to complete. I have submitted to this friend a complete report on the condition of the roadsides between Mammoth Hot Springs and Norris Junction and we are hopeful that he will authorize the cleaning of this section during the present autumn. Roughly, 6.9 miles of this section will require heavy clean-up work; 7.2 light clean up and on 6.4 miles no work at all will be required.

At this point it is well to state that the new telephone line between Mammoth Hot Springs and Norris Junction being built by the Yellowstone Park Hotel Company and the National Park Service as a matter of heavy maintenance work is practically completed. All poles have been removed from the roadsides and the new pole line has been built in a swath cut through the timber. Photographs of all clean up work showing also the splendid effects obtained by the removal of the telephone lines will be forwarded in a short time.

(d) Service to the Public

Below is a detailed statement showing a record of sales for the month of September with comparative figures for the same month of last year:

Title	Number 1923	Price	Number 1924	Price
Geological History	136	13.60	81	8.10
Portfolio	69	69.00	34	34.00
Geysers	123	12.30	79	7.90
Fishes	24	1.20	27	1.35
Fossil Forests	76	7.60	48	4.80
Glimpses			32	3.20
Bulletin A 611	7	3.50	3	1.50
Bulletin B 612	7	3.50	1	.50
U.S.G.S. Maps	36	9.00	13	3.25
Panoramic Views			5	1.25
AAA Auto Maps	4	3.20		
Haynes Guide	37	27.75	15	11.25
Truthful Lies	6	1.50	3	1.50
Trees & Flowers	11	8.25	6	4.50
White Bar Elk	12	1.80	4	.60
American Antelope			3	.90
Nature Book			1	2.50
Foolish Questions	9	4.90	5	2.50
Chittenden's Yellowstone Park			1	2.50
		\$ 166.70		\$ 92.10

Record of sales for the entire season with sales record of 1923 for comparative purposes:

Title	Number 1923	Price	Number 1924	Price
Geological History	1849	185.00	1598	159.80
Portfolio	1081	969.00	874	874.00
Geysers	1701	171.00	1349	134.90
Fishes	330	18.35	333	16.65
Fossil Forests	916	93.80	839	83.90
Glimpses	495	49.00	330	33.00
Bulletin A 611	37	17.50	23	11.50
Bulletin A 612	24	12.50	10	5.00
U.S.G.S. Maps	312	47.50	242	60.50
Panoramic Views	47	14.00	45	11.25
AAA Auto Maps	48	40.80	4	8.00
Haynes Guide	950	715.50	500	375.00
Truthful Lies	158	42.75	124	62.00
Trees and Flowers	200	150.00	122	91.50
White Bar Elk	131	25.75	83	12.45

Title	Number 1923	Price	Number 1924	Price
American Antelope	17	4.25	57	17.10
Nature Book			34	85.00
Foolish Questions	73	38.50	79	39.50
Chittenden's Yellowstone Park			25	62.50
Trees and Shrubs			4	2.40
Geyserland			9	4.50
Total	8369	\$2595.20	5778	\$2150.45

30,677 people visited the Information Office at headquarters during the season: 2,870 in June, 13,344 in July, 12,528 in August and 1,935 in September. During the season at the Information Office and the entrance stations to the park 83,560 free publications regarding the park were distributed and 5,501 government publications, including 874 portfolios were sold. Compare this total sale with 6792 publications, including 1081 portfolios disposed of last year. In addition, 1041 books of other publishers were sold. The free literature consisted of the following:

Rules and Regulations	30,760
Manual for Rail Visitors	48,800
Manual for Motorists	4,000
Total	83,560

Guide Service: Ranger guide service was maintained throughout the season at Mammoth Hot Springs and Old Faithful with regular morning and afternoon schedules from both the hotels and camps. The total of the guide parties for the month at Old Faithful was 1179 and consisted of 483 from the hotel and 696 from the camp. The season totals at this point are 27,701.

The guide parties at Mammoth Hot Springs during the month consisted of 292 persons from the hotel and 245 from the camp, making a total of 537. The season totals are 11,008. The total for the entire season at both points is 38,709 as compared with 41,961 for the season of 1923.

The lecture service at Mammoth was performed by Park Ranger W. J. Cribbs, who delivered three lectures each evening before audiences totalling approximately 68,000. Lectures were similarly conducted at Old Faithful and were attended by approximately 36,000 people. Dr.

Henry S. Conard, Park Ranger, performed the duties of nature guide in the Tower Falls district and a total of 1883 persons availed themselves of the nature guide service during the course of the season.

Ranger Patrols

The big game hunting season in Wyoming opened on September 15th and certain limited areas adjacent to the park are favorite haunts of the hunter, so in keeping with our understanding with the State Game Department of Wyoming Park Rangers are making frequent and extensive patrols along the east and south boundaries of the park for the purpose of preventing hunting on park lands and in the State Game Preserves adjacent thereto. All rangers assigned to these patrols have appointments as Deputy State Game Wardens and are cooperating with the state authorities in enforcing the game laws in this region. These measures are calculated to afford park game the maximum protection when moving beyond the park limits and are in the interest of game conservation in general.

The hunting season in Montana will open on October 15th and more than half the land areas adjacent to the park will be infested with hunters from that date until December 20th (the closing date of the season). These activities from without will require constant ranger patrols along the park lines throughout the entire period. Long hours of exacting duties will be required of all members of the ranger force during the hunting season.

All winter stations and snowshoe cabins will be rationed and equipped for the season as early in October as possible. This will involve considerable packing as most of the snowshoe cabins are reached by trail. The overhauling and repair of winter equipment will also be largely accomplished during the month.

IV. WORK IN PROGRESS

(a) Construction of Physical Improvements

Sewer System at East Entrance: On September 24th Foreman White with ten men began the construction of a sewer system at the East or Sylvan Pass Entrance to the park. The system was designed by the Public Health Service and consists of the laying of 2600 feet of 6 inch sewer tile and constructing a concrete sedimentation tank 10 x 19 feet. This plant will care for the sewage from the new camp

and lunch stations erected by the Yellowstone Park Camps Company. We are handling the supervision and construction but the entire cost of the job will be defrayed by the Camps Company.

Mammoth-Norris Telephone Line: Two crews continued work on this project during the month, one working between the 10 mile post and Norris and the other between the 10 mile post and Mammoth. A number of men quit so that neither crew averaged more than ten or eleven men for the month.

On the Norris end eight wires are strung all the way through and the other two wires are up about five miles. There remains five miles of one pair to be strung, transpositions to be made and cross arms salvaged from old poles. The wooden conduit box to be constructed around Obsidian Cliff for 1500 feet has been started and about 500 feet completed.

On the Mammoth end all ten wires are strung and transposition made to a point on the east side of Bunsen Peak. All lines have been removed from Swan Lake Flat except the old Gallatin line of one wire which is being left for the present for the use of the Hotel Company. On this end there remain ten wires to be strung two and one-half miles and the removal of one pair of the Hotel Company's line between Mammoth and Snow Pass.

Road Surveys: Assistant Engineer Davis, with one man, made a reconnaissance in the south part of the park with the idea of finding a feasible route for a road over the Birch Hills. He reported that an eight percent grade was possible by using ^{three} switchbacks.

On September 27th Mr. Davis began a survey of the old road along the shore of Yellowstone Lake from Bridge Bay to Arnica Creek. His party consists of one instrument man, two chainmen, two axemen and a cook.

Improvements by Public Utilities

Y. P. Transportation Company:

On October 1st the main storage garage building, near Gardiner, had all the steel frame work installed, steel sash installed, and practically all the walls poured to roof line. Grading about 50% done inside of building, metal lumber, as much as has arrived, installed for roof.

Excavation and foundation for new ranger station completed. Excavation for machine shop 80% done.

New ditch line and concrete ditch. New head gate and concrete pipe for Gardiner water supply completed. Water is now running in the new ditch.

Ranger barn moved to rear of machine shop.

Y. P. Camps Company:

The Camps Company began the construction of a new sewer line at an estimated cost of about \$6,000 near the Cody Road Lunch Station, and this work is being carried on at the present time.

In September the construction of a new lobby was started at the Canyon Camp. It is estimated that this lobby will cost, completed, approximately \$50,000.

At the Canyon Camp fifteen new bungalow tent cottages were reconstructed and they also built two permanent bungalows.

VII. POLICIES

A new policy has been established in connection with the shipping of buffalo and that is to require the payment in advance of the amount of money involved in the expense of handling the buffalo between the Buffalo Ranch and Gardiner, the shipping point. This covers the cost of crating and hauling. This method of handling buffalo shipments should insure the avoidance of any confusion at this end.

VIII. COST OF OPERATION

The cost of operating the park for the month of September 1924, will be shown on the Monthly Cost Accounting Report which will go forward as soon as prepared.

IX. WILD ANIMALS AND OTHER MATTERS OF INTEREST

Wild Animals

The August report on forage conditions substantially covers the situation at this time. The yield of the principal winter ranges is considerably less than last year. All reports from the

higher elevations indicate a normal yield and assuming that we will have a mild winter with moderate snow depths there may be sufficient obtainable forage for the season's requirements. A severe winter will almost certainly result in serious losses of elk and other game.

Elk: The advance guard of the elk are moving down from the summer ranges but this movement is not unusual either in point of time or in the numbers observed. They are in fact quite limited as regards the numbers seen and their condition is excellent. The winter range is practically untouched to date.

Antelope: The antelope continue on their summer range and are most commonly seen in the Tower Falls District. They are in splendid condition. A substantial increase in their numbers during the past season is assured but it will be interesting to have an exact count, which will be had at the earliest practicable date and which is chiefly determined by weather conditions. A full count was not had last winter season until December.

Deer: The tame deer in the Mammoth district made their first appearance this season about August 20th when a doe and two fawns were seen on the plaza. Since then they have been increasing in numbers from day to day until at this writing it is not unusual to see as many as twenty on any late afternoon. They are as usual in excellent condition.

Moose: This animal has been commonly seen in increasing numbers throughout the summer and fall season. They are splendidly conditioned and in view of the fact that Wyoming has declared a closed season on moose the losses this winter should be very slight. They are splendidly suited to the severities of the Yellowstone winter climate and winter kills are rarely observed.

Buffalo, Wild Herd: There is nothing to report on wild buffalo at this time.

Buffalo, Tame Herd: The tame herd, which totals 780, has continued throughout the summer season on the slopes of Mt. Morris. Two stampedes were had during the course of the season, the first one occurring on July 18th and the second on September 3rd, both of which were witnessed by a limited number of interested spectators. The herd is in fine condition and pursuant to authority of the Director buffalo shipments are contemplated during the course of the next month that will total approximately 35 head. A detailed report of the shipments will appear in the October report.

Mountain Sheep: Fourteen sheep were seen along the Canyon of the Gardiner River, between Mammoth and Gardiner, on September 27th. Five of this number were lambs. They were all in prime condition.

Bears: The Silvertips began to disappear from the feeding grounds near the camps and hotels about August 20th and they are now rarely seen. Blacks and browns are still commonly seen at all their favorite haunts and reports from rangers and caretakers at Lake and Canyon indicate the usual marauding tendencies of these late season visitors.

Small Animals: Small animals, other than beaver, have generally disappeared. Ground squirrels were scarcely seen after August 15th and woodchucks have been rarely seen since September 1st. Pine squirrels and chipmunks are also disappearing as the season advances.

Predatory Animals: This animal we have always with us despite our best efforts to destroy him, particularly the coyote. There were no reported instances of wolf or mountain lion activities in the park last winter apart from an occasional lone track. None were actually seen within the park and there was no evidence of any kills by either of these animals during the entire winter season. The situation this fall gives promise of a recurrence of the wolf as we have two reports of recent date indicating their presence in the park. Park Ranger Hall reports having seen three near Heart Lake and a wolf pack numbering 12 are reported to have been seen at Elk Park by two members of a road crew on duty near that point. This last report has not been definitely confirmed and may be exaggerated but in any case we have reason to consider that the wolf will have to be reckoned with this winter. Coyotes do not appear to be any more numerous than usual at this time of the year and rangers have accounted for five this season.

Hay Ranch Operations

The work at the various hay ranches during the past two months has consisted chiefly of the harvesting of the annual hay crop and recent measurements show the following yield: Slough Creek, 136 tons; Yanceys, 52 tons; Gardiner, 64 tons; Total, 252, which together with 300 tons harvested at the Buffalo Ranch, makes a grand total of 552 tons for the season.

Recent measurements of old hay indicate the following tonnage now on hand:

Gardiner	108 tons
Slough Creek	210
Buffalo Ranch	<u>35</u>

353 "

Arrests and Violations of Law

No arrests were made during the month. An arrest previously reported, Gardner Lawrence Alwood, resulted in his being delivered into the custody of an officer from Calhoun County, Michigan, after he had waived extradition, and he was returned to the State of Michigan to answer to a charge of forgery.

Only one case was tried before the United States Commissioner during the month, the arrest having been made on August 13th. The case, in brief:

U. S. vs. Steve Rice

Charge: Speeding

Arresting Officer: Kenneth C. Wahl, Park Ranger

Plea: Guilty

Disposition: Fined \$10.00 and costs; total \$15.50.

A total of 34 cases were heard before the Commissioner during the season and resulted in 25 convictions, 4 acquittals, 4 defendants held to answer to the United States District Court and 1 case pending. Fines totaling \$666.00, exclusive of costs, were imposed. There were 16 cases involving violations of speed regulations, 2 cases of burglary, 2 cases of larceny, 10 alleged violations of the Federal Prohibition Act, 1 case of assault, 2 cases of defacing natural phenomena and one case of unlawful possession of traps, total 34.

Forest Fires

Three forest fires were extinguished during the month, all of which originated during the last week of August and were reported somewhat at length in the August report. I will mention them briefly here in the order of their importance:

Pitchstone Plateau Fire - originated August 28th, extinguished September 10th, area burned over approximately 2500 acres.

Little Firehole Fire (Madison Plateau) - originated August 30th, extinguished Sept. 5th, area burned over approximately 350 acres.

Spruce Creek fire (Mary Mountain) - originated August 30th, extinguished September 5th, area burned over approximately 30 acres.

There was a total of 33 fires in the park during the season, most of which occurred during the month of August. The Pitchstone Plateau fire was extremely serious and gravely threatened important timbered areas. Four other fires were also of serious proportions. Members of the ranger department contributed, in addition to their regular duties, the equivalent of 2147 hours labor, and road work was for a time practically suspended and the crews diverted to fire fighting activities.

Accidents and Casualties

Dr. J. M. Wolfe, Park Physician, makes report on personal injury as follows:

Pete Roberts, employee on telephone construction crew was injured on September 23rd at a point about seven miles south from Mammoth on the highway between Mammoth and Norris. From all accounts he was struck on the head by a piece of falling timber and suffered two small cuts which were apparently not serious. He was brought to Mammoth and his wounds were dressed after which he was returned to camp.

In connection with the subject of accidents and casualties I think it should be noted that Park Ranger Wendell S. Keate performed commendable services in addition to his regular duties by rendering First Aid in an unusually large number of cases. Mr. Keate is a medical student and has excellent qualifications for work of this character. His duty station was Thumb and he reports a total of 106 cases of first aid treatments, among which were burns, fish hook wounds, auto injuries, heart cases, skin disease, felon, eye injury, broken limbs, blood poisoning, sprain, pneumonia, toxic poisoning, intestinal adhesions, appendicitis and bear bites. There were 88 cases of bear bites reported from this station and they ranged all the way from mere scratches to serious and painful injuries and it was particularly noted that in every case the injury was induced by feeding bears from the hand or by touching the bears. Bear feeding from the hand is a dangerous pastime and

the public is persistently warned against it.

Report of Park Naturalist

From August 28th to September 2nd, inclusive, a shoreline trip of Yellowstone Lake was made by Messrs. J. E. Haynes, George Larkin and E. J. Sawyer, Park Naturalist. This cruise was made by outboard motor boat. Following is a summary of the natural history interests of the trip:

Mouth of Pelican Creek: About forty gulls and many ducks were seen in this vicinity, the ducks being mallards, mergansers (probably American), Barrow goldeneyes. The region of the well-known steaming sands bore many tracks of small mammals and of water birds. Twenty-five feet from the shore, opposite the hot sands, a warm spring issued from the lake bottom in 16 inches of water.

Steamboat Point: Here we heard several times the strange noises celebrated in the history of the park. We were unable to determine their cause.

Park Point: The first Bald Eagle seen on the trip was observed here.

Near Signal Point: About two and one-half miles southeast of Signal Point were found about thirty trees of the long-leaved cottonwood. The largest was about fourteen inches in diameter. The trees followed the shore line at a distance of about forty feet from the water and a few feet above the level of the latter. This tree is rare and of very local occurrence in the park.

Extremity of Southeast Arm: One-half mile from this point a bull moose was seen to land on the shore, apparently having swam the Arm, crossing this part of the lake from the Promontory.

Peale Island and Vicinity: Ducks and water birds in general were apparently more abundant here than in any other locality. Seven ruddy ducks were noted here.

The West Shore: An outstanding feature of this part of the trip was the great number of osprey and osprey nests. Of the 26 nests seen from the boat only a few occurred on the east shore. They were most numerous in a burned over region near the Thumb. Bald eagles were also more numerous along the west shore than elsewhere.

The only loon heard or seen on the trip was recorded near Plover Point.

The predominating feature was the great number of ducks. I should estimate the number of ducks and geese on the lake on September 1st as between eight and ten thousand. Mergansers and Barrow goldeneyes outnumbered all other species combined, but there were many mallards, teal, pintail, and ruddy.

Near Tower Falls: During a walk of nine miles along the main loop road between Blacktail Deer Creek and Tower Falls I counted nine porcupines on the night of September 10th between 7:30 and 9:30. The animals were all in or just beside the road.

Mammoth: On the afternoon of September 17th one of the cream-colored bowls or basins of the formation on the edge of Jupiter Terrace broke, the sudden discharge of water doing some damage to the bowls below and spreading a widening layer of lime deposit as it flowed into the roadway. Three hundred feet of the roadway was covered. Some of the deposit found its way across the road and into the reservoir where the water was thus given a milky tinge. The damage was not extensive.

The last day of September sees nearly a complete change of the quaking aspens from green to saffron.

Beaver are lately very active in the small creek flowing into the greater Ice Lake near Mammoth. The animals have cut several large aspens two hundred feet from the lake. They have also built a series of dams extending from the lake to the aspen grove.

During the last week of September a herd of Mountain Sheep was repeatedly seen along and on the main road from Mammoth to Gardiner. This is said to be an earlier occurrence of sheep here than in previous years and would indicate an early and severe winter.

Inspection Trips of Superintendent

I was away from the park at various times during the month. The most important trips were as follows:

On September 4th I visited Bozeman with the Howard Elliott party at the invitation of Mr. Howard Elliott, Chairman of the Northern Pacific Railroad, and head of the party, which included several high railroad officials and a number of prominent bankers and financiers of New York and other eastern cities. I returned to the

park on the 5th by automobile.

On September 8th I visited Livingston and later in the day went to Bozeman, where I was the guest at a dinner tendered by the Chamber of Commerce and the Kiwanis and Rotary Clubs. About 250 men were present at this dinner. I spoke to these men on the value of tourist travel and gave them some suggestions regarding the development of the new road from Bozeman to the park up the Gallatin River. I returned to the park on the 9th.

On September 16th, with J. E. Haynes, Official Photographer of the Yellowstone, I left on a trip of inspection to Jackson Hole and the Craters of the Moon National Monument. The night of the 16th was spent at Jackson Lake Lodge (Amoretti's). The morning of the 17th was spent on inspection of the Buffalo Fork road and during the afternoon Jenny and Leigh Lakes were inspected and dinner was had at the Bar B C Ranch. After dinner a trip was made to the J Y Ranch on Phelps Lake and the night spent there. On the morning of the 18th we crossed Teton Pass, had lunch at Victor, Idaho, and went to Idaho Falls by Driggs, Teton and Sugar City.

(It should be noted here that all our maps, at least for the next year or two, should show the route into the Jackson Hole by way of Teton Pass as follows: Idaho Falls, Sugar City, Teton City, Teton, Driggs, Victor and Wilson. The road from Victor to Ucon is practically impassable.)

On the 19th we went direct from Idaho Falls to Arco over a terrible road, reaching Arco two hours late (as I will state in my report on the Craters of the Moon inspection). The road from Idaho Falls should not be taken under any circumstances. The roads to be used from the Yellowstone Highway should be the one from Lorenzo via Roberts and Howe and the one from Blackfoot. The afternoon of the 19th and all day the 20th were spent in inspection of the Craters of the Moon Monument, a full report of this inspection to be submitted later. On the 21st we returned from Arco to Ashton via Howe and Roberts. We spent the night of the 21st at Ashton and on the 22nd visited the Bechler River Ranger Station, Cave Falls, etc., returning to Ashton for the night.

On the 23rd we returned to headquarters via the Warm River-Yellowstone road, entering the park at West Yellowstone.

On September 26th, with pack outfit and an experienced packer, Chief Ranger Woodring, Official Photographer Haynes and I started on a trip to the headwaters of the Lamar River. A full report of this trip will be made later but briefly our route was as follows:

- 26th. From Soda Butte Snowshoe Cabin to Death Gulch and up the main Cache Creek nearly to the park line, thence over a high divide to South Cache for the night.
- 27th. To top of the Absaroka Mountains, around the head of South Cache and Calfee Creeks to the North Fork of Miller Creek and down this fork to camp on main Miller Creek.
- 28th. Up Miller Creek and the South Fork of this creek to Saddle Mountain, thence on to the Lamar River divide and around the Hoodoo Basin. Camped for the night under Hoodoo Mountain at an altitude of practically 10,000 feet.
- 29th. Around the headwaters of the Lamar at a high altitude until late in the afternoon and then down onto the Little Lamar River for camp.
- 30th. Down the Little Lamar to a point east of Notch Mountain, thence over the high pass onto the headwaters of Red Creek, a tributary of the Shoshone River, thence down Red Creek to junction with the Shoshone, thence to mouth of Jones Creek, thence up Jones Creek and through Jones Pass (9500 ft.) and down to automobile at Turbid Lake. Returned to Mammoth at 11 P.M. September 30th.

Special Visitors

Mr. Wm. B. Curtis, of Youngstown, Ohio, son of Mr. W. T. S. Curtis, of Washington, and friend, Mr. George Wick, entered the park via West Yellowstone on September 11th. Messrs. Curtis and Wick were met at that point by Harold Elkins, guide, and they spent three or four days in the Jackson Hole country, going horseback.

Hon. Chas. R. Miller, former Governor of Delaware, Mrs. Miller and daughter, entered the park via Gardiner on September 2nd and left via Gardiner on the 6th.

Hon. Arthur C. Frost, American Consul at Havanna, Cuba, entered the park via Cody early in the month and spent about ten days here.

Hon. Guinn Williams, Congressman from Texas, entered the park via West Yellowstone on September 4th, touring in his own car, and left via Gardiner about the 6th.

Hon. Louis T. McFadden, Congressman from Pennsylvania, entered the park via West Yellowstone on September 1st and left via the same gateway on the 4th.

Sir Otto Beit, 49 Belgrade Square, London, owner of large diamond interests in South Africa, and party of eight, entered the park via Gardiner on September 6th and left via Gardiner on the 10th.

The Howard Elliott party entered the park via Gardiner on the 3rd and left on the evening of the 4th. The party came to the park and left via special train, and consisted of Mr. Howard Elliott, chairman of the Northern Pacific Ry., New York City, Mr. Jules Hannaford, Vice Chairman, St. Paul, Mr. Jas. E. Woodworth, Vice President, St. Paul, H. E. Stevens, Chief Engineer, A. M. Burt, Assistant to Vice President Operating Department; Mr. S. Zwight, General Mechanical Superintendent; Mr. C. C. Kyle, General Storekeeper; Mr. R. J. Elliott, Purchasing Agent, St. Paul; Mr. H. Lantry, General Superintendent of Central District; Mr. G. H. Jacobus, Superintendent of Montana Division; Mr. R. T. Blake, Master Mechanic at Livingston; Mr. Wm. H. Booth, Vice President Guaranty Trust Company, New York; M. G. Bulkeley, Jr., Vice President, Aetna Insurance Company; Mr. Jas. Lovering, Vice President Hanover National Bank, New York; Robert Struthers Jr. of Wood, Struthers and Company, New York; and Mr. Samuel Welldon, Cashier First National Bank of New York. At Mr. Elliott's invitation I left the park on the night of the 4th with the party and spent the night on the special train at Bowman. The next day we visited the Flying D Ranch owned by H. W. Child and Chas. Aneaney. I returned to the park on the night of the 5th, reaching here about 10 o'clock.

Hon. E. O. Leatherwood, Congressman from Utah, entered the park on Thursday, September 4th, at West Yellowstone, and left by the same gateway about the 8th.

Mr. Wm. B. Greeley, of the Campfire Club of American, and Mrs. Greeley, entered the park via West Yellowstone on September 7th and left via the same gateway on the 16th.

Hon. Fred T. Dubois, Blackfoot, Idaho, and daughter, arrived at West Yellowstone on September 9th and left via the same gateway on the 12th. Mr. Dubois is an Ex-U.S. Senator from Idaho, and a member of the International Joint Commission.

Fourteen members of the Salt Lake City Business Men's Party entered via West Yellowstone on September 6th and left via the

same gateway on the 8th. They toured the park in their own cars. Following is the personnel of the party:

Mr. and Mrs. H. F. Dicke, Utah Light and Traction Co.
Mr. Stanley Decker, Fidelity Building and Loan
Mr. and Mrs. Clarence E. Flandro, Union Pacific Ry. Co.
Mr. D. O. Green, Utah Power and Light Company
Mr. and Mrs. W. H. Lovesy, Utah Oil Refining Company
Mr. J. H. Manderfield, Salt Lake Union Stock Yards.
Mr. and Mrs. R. N. Mead, Bankers Trust Company
Mr. and Mrs. R. B. Motherwell, Federal Reserve Bank
Mr. M. K. Parsons, Parsons Livestock Company
Mr. H. Pembroke, Pembroke Stationery Company
Mr. and Mrs. J. H. Rayburn, Chamber of Commerce, Secretary-Manager.
Mr. John M. Wallace, Walkers Brothers Bank.
Mr. Joe Tormey.
Mr. and Mrs. Prickett.

School

The Yellowstone Park school opened on Monday, September 15th, with 14 pupils in attendance. Mrs. V. Green, of this community, is the teacher.

Medical Service

Dr. J. M. Wolfe continued his medical service in the park during the month and reports having made 14 professional calls on park people and 43 office calls.

Post Office

The force was reduced to a winter basis at the close of the tourist season on September 20th.

The daily city delivery service was also discontinued, the last trip being made on the 20th. This route of 138 miles was served daily during the tourist season without a single failure. On four occasions, the carrier came in from Canyon via Norris instead of via Tower Falls on account of bad road conditions in Dunraven Pass caused by heavy storms.

The 12 collection boxes which were in use at the main stations on the loop during the tourist season were taken down and

brought in to the post office and stored for the winter.

Beginning September 20th the hours in the post office were reduced to ten - from 8:00 A.M. to 6:00 P.M., with no Sunday service.

Religious Services

Services were held in the chapel according to the fixed schedule, namely:

Episcopal services by Rev. Wm. Friend Day on the mornings of September 7th and 14th. English Lutheran services by Rev. George C. Koehler on the evenings of September 7th and 14th.

Rev. Thos. Huxley, the Baptist minister from Livingston, was scheduled to give an evening service on the 21st, but due to weather conditions which prevented motoring, he was unable to come, and the engagement was cancelled.

The Roman Catholic services, which were held to include the end of August, were abandoned after that date, as Rev. John Spillane, who was here in charge of them, was obliged to return to his charge in Powell, Wyoming, on September 1st.

Immediately after the close of the tourist season, the church services were again adjusted to winter conditions, and the same program established as last year, namely Episcopal services every second Sunday by Mr. Day, and English Lutheran services every Thursday evening by Mr. Koehler. Accordingly, Mr. Day held service on the morning of September 28th, and Mr. Koehler the evening of September 25th. The use of the chapel was abandoned on account of the great expense of heating, and the services are again held in the building used as an amusement hall and school room.

IX. RECEIPTS AND REMITTANCES

Certified check #293, dated September 5, 1924,
drawn by Geo. Whittaker on the National Park
Bank, Livingston, Montana, to the Director,
National Park Service, amount \$ 54.85

Certified check #291, dated Sept. 8, 1924, drawn
by Anna K. Pryor on the National Park Bank,
Livingston, Montana, to the Director,
National Park Service, amount 35.47

Certified check #250, dated Sept. 6, 1924,
drawn by J. E. Haynes on the First National
Bank of St. Paul, Minnesota, to the Di-
rector, National Park Service, amount 37.35

Certified check #272, dated Sept. 13, 1924, drawn
by J. E. Haynes on the First National Bank
of St. Paul, Minnesota, to the Director,
National Park Service, amount 3.60

Certified check #551, dated Sept. 10, 1924, drawn
by Vernon Goodwin, on the National Bank of
Montana, Helena, Montana, to the Director,
National Park Service, amount 449.50

Certified check #576, dated Sept. 16, 1924, by
Vernon Goodwin, on the National Bank of
Montana, Helena, Montana, to the Director,
National Park Service, amount 240.00

Certified check #321, dated Sept. 17, 1924, drawn
by George Whittaker on the National Park Bank,
Livingston, Montana, to the Director, National
Park Service, amount 30.00

Certified check #313, dated Sept. 20, 1924, drawn
by Anna K. Pryor on the National Park Bank,
Livingston, Montana, to the Director, National
Park Service, amount 18.00

T o t a l \$ 868.77

Cordially yours,

Horace M. Albright,
Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

JBS

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DEPARTMENT OF THE INTERIOR.
NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK.

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF *September*, 1924

	NORTH.		WEST.		EAST.		SOUTH.		ALL TRAIL ENTRANCES.		SUMMARY.	
	Cars.	People.	Cars.	People.	Cars.	People.	Cars.	People.	Horses.	People.	Cars.	People.
Automobile permits issued	528	1546	482	1420	707	2152	145	453			1862	5571
Automobile permits issued (complimentary)	1	5	5	5	1	4	0	0			7	14
Cars entering second time	87	227	88	278	61	181	25	83			261	769
Motor-cycle permits issued	9	12	1	1	7	9	2	4			19	26
Total	625	1790	576	1704	776	2346	172	540			2149	6380
Passengers in horse-drawn vehicles												
Passengers on horseback		34		5		9		647				695
Passengers on bicycles												
Passengers on foot												
Total incoming passengers with private transportation		1824		1709		2355		1187				7075
WITH HIRED TRANSPORTATION.												
Yellowstone Park Transportation Co		2223		1982		422		26				4653
Total incoming passengers with hired transportation												
TOTAL INCOMING PASSENGERS		4047		3691		2777		1213			2149	11728

Total automobiles in public camping grounds	Total passengers Cooke City stage	SEASON TOTAL END OF LAST MONTH
Total automobile campers in public camping grounds	Total visitors Cave Falls—Bechler River Region	SEASON TOTAL TO DATE
Total campers, all classes		

87 Woodlawn